

### **REMARKS/ARGUMENTS**

Applicant was required to amend the specification. Claims 13 to 20 were rejected under 35 U.S.C. § 112, second paragraph, as being indefinite. Claims 1 to 20 were rejected under 35 U.S.C. § 102 (e) as being anticipated by Raines (US 3,525,271).

Claims 1 and 13 to 20 have been amended. Claims 25 to 28 have been canceled.

Reconsideration of the application is respectfully requested.

#### **Specification**

The incorporated material is not essential or being relied on.

#### **35 U.S.C. 112 Rejections**

Claims 13 to 20 were rejected under 35 U.S.C. § 112, second paragraph, as being indefinite.

The “and/or” language has been replaced by --or-- for clarity, so that if either or both is present the limitation is met.

Withdrawal of the rejection to claims 13 to 20 is respectfully requested.

#### **35 U.S.C. 102 Rejections**

Claims 1 to 20 were rejected under 35 U.S.C. § 102 (e) as being anticipated by Raines (US 3,525,271).

Raines shows a key 27 having a flat surface contacting the key-way 28.

The minimized surface contact of the present invention permits a linear tangential contact which permits a tilting of the hub with respect to the shaft. (See for example [0007] and [0008] of the present specification. Claim 1 has been amended to recite that the contact surface is minimized in the axial direction “to permit tilting of the hub with respect to the shaft in the axial direction.”

Raines does not minimize the contact surface in an axial direction, since the key has a clearly flat surface, and thus provides a planar contact as opposed to a linear contact.

Withdrawal of the rejection to claims 1 to 20 under 35 U.S.C. § 102 (e) is respectfully requested.

With further respect to claims 5 to 11 and 15 to 20, claim 5 recites the shaft-hub connection as recited in claim 1 wherein the shaft has a shaft groove and the hub has a hub groove, the driving element being located between the shaft and the hub partly in the shaft groove and partly in the hub groove, the shaft groove and the hub groove extending axially, the driving element being a circular cylinder, and the shaft groove being convexly shaped at least in an area against which the driving element bears during torque transmission. Claims 6 to 11 and 15 to 20 also contain the limitation that the driving element is circular.

Element 27 of Raines is not circular.

With further respect to claims 12 to 14, claim 12 recites that the driving element is spherical. Element 27 of Raines is not spherical as asserted.

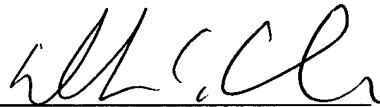
#### Withdrawn Claims 21 to 24

Reinstatement of withdrawn claims 21 to 24, which depend from claim 1 is respectfully requested.

**CONCLUSION**

The present application is respectfully submitted as being in condition for allowance and applicants respectfully request such action.

Respectfully submitted,  
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